

**Established February, 1845.**

PRICE, \$24 PER ANNUM

## Shipping

**Steamers.**

**FOR LONDON VIA SUEZ CANAL.**

The Steamship  
"Glenroy,"  
Captain J. WALLACE, will  
be despatched for the  
above Port on or about the 10th. February.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.**  
Hongkong, January 26. 1882.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

The Steamship  
"Japan,"  
Captain T. S. GARDNER,  
will be despatched for the  
above Ports on TUESDAY, the 14th Inst,  
at 3 p.m.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, February 7, 1882. feld

FOR SINGAPORE, PENANG AND  
CALCUTTA.

The Steamship  
"Lemoz,"  
Captain DAVID SCOTT  
will be despatched for  
the above Ports on TUESDAY, the 14th  
Instant, at 3 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.  
Hongkong, February 7, 1882.

**SHIRE LINE OF STEAMERS.**  
**FOR YOKOHAMA AND HIOGO.**

The Steamship  
*"Carnarvonshire,"*  
PATRICK, Commander  
expected here on or about  
the 9th Instant, will have immediate de-  
spatch for the above Ports.

For Freight or Passage, apply to  
**ADAMSON, BELL & Co.,**  
Agents,  
Hongkong, February 2, 1882.

**Sailing Vessels.**

**FOR PORTLAND (OREGON.)**

The 3/3 L.L. American Ship  
"Importer"  
ALLINE, Master, will load here  
for the above Port, and will  
have quick despatch.


For Freight, apply to  
**RUSSELL & Co.**  
Hongkong, February 6, 1882.

**FOR VICTORIA (VANCOUVER'S ISLAND.)**

The 3/3 L.I. American Ship  
"Adam M. Simpson,"  
CALL, Master, will lead here  
for the above Port, and will  
have quick despatch.

For Freight, apply to  
**RUSSELL & Co.**  
Hongkong, February 6, 1882.

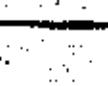
**FOR SINGAPORE.**


 The British Bark  
"*Java Packet*,"  
A. HANSON, Master, will leave  
here for the above Port, and  
will have quick despatch.

For Freight, apply to ?

RUSSELL & Co.  
Hongkong, February 4, 1882.

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 FOR HAMBURG.  
The A 1 British Bark  
"*Laurie*,"

 Captain GRASSMAN, will load here and meet with quick despatch.

For Freight, apply to  
**SIEMSEN & Co.**  
Hongkong, January 25, 1882.

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**FOR VICTORIA (VANCOUVER'S ISLAND).**

 The *A 1 American Ship*  
"W. J. BATH".

DEAR, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
**RUSSELL & Co.**  
Hongkong, January 12, 1882.

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**FOR NEW YORK.**  
The S. S. A. I. Y. Amer. Ship  
— "Twilight,"  
 **WARLAND, Master,** will load  
here for the above Port, and  
will have quick despatch.

For Freight, apply to  
**RUSSELL & Co.**

Hongkong, January 4, 1882.

FOR VICTORIA (VANCOUVER'S ISLAND),

The A 1 American Ship  
"Syrén,"


 Brown, Master, will load here  
for the above Port, and will  
have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, December 30, 1881.

FOR VICTORIA (VANCOUVER'S ISLAND),

FOR VICTORIA (VANCOUVER ISLAND).  

The 4 1/2 American Ship  
*"Blue Jacket"*  
*FARNIVAL, Master*, will load here  
for the above Port, and will  
have quick despatch.  
For Freight, apply to  
RUSSELL & Co.  
Hongkong, December 30, 1881.

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WASHINGTON BOOKS

WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, can now  
be had at this Office. — Price, \$1 each.  
CHINA MAIL OFFICE.



## For Sale.

## MacEwen, FRICKEL &amp; Co.

HAVE RECEIVED FOR SALE.

## CHRISTMAS STORES AND NEW AND SEASONABLE GOODS.

EX FRENCH MAIL STEAMER. MUSCATEL RAISINS.

METZ FRUIT.

ASSORTED COCAQUES.

CARRARD &amp; BOWEN'S CONFECTIONERY.

BUTTER SCOTCH.

HONEY SCOTCH.

ROSE TOFFEE.

LEMON TOFFEE.

ROSE'S LIME JUICE CORDIAL.

PLUM PUDDINGS.

PATRAS CURRANTS.

VALENCIA RAISINS.

MACKINNON PEN.

LIVERMORE PEN.

LAWN TENNIS BATS.

LAWN TENNIS BALLS.

LAWN TENNIS SHOES.

EX STEAMER "Glenfiddich."

STILTON CHEESE.

YORK HAMS.

CHRISTMAS CAKES.

TERRONIA'S DESSERT FRUITS.

ALMONDS AND RAISINS.

SMYRNA FIGS.

PIONIC TONGUES.

FILBERTS.

COCAUTINA.

SEA HOTTEN'S COCOA.

LIBBY'S &amp; CO'S COCOA.

FRENCH PLUMS.

HUNTLEY &amp; PALMER'S BISCUITS.

PATE DE FOIE GRAS.

MINCEMEAT.

CHOCOLATE-MENIER.

SAUSAGES.

BROWN.

ISIGNY BUTTER.

DANISH BUTTER.

BREAKFAST TONGUES.

ANCHOVIES.

ASPARAGUS.

SOUPS, &amp;c.

WINES AND SPIRITS.

CHAMPAGNES.

HIBERNIC MONOPOL &amp; WHITE.

VEVUE GLOUQUET PONSARDIN.

JULES MUMM &amp; Co., pints &amp; quarts.

CLARETS.

CHATEAU LA ROSE, pints &amp; quarts.

CHATEAU LA FITE, " " "

IRIS GRAVES, " " "

BREAKFAST CLARET, " " "

SHERRIES &amp; PORT.

SACON'S MANZANILLA &amp; AMON.

TILLADO.

SACON'S OLD INVALID PORT.

(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &amp;c.

1, 2 &amp; 3 star HENNESSY'S BRANDY.

DISCOUNT DUCHESSE &amp; Co.'s BRANDY.

FINEST OLD BOURBON WHISKY.

KINAHAN'S LL WHISKY.

ROYAL GLENDEE WHISKY.

CHATEAU BLEU.

MARASCHINO.

CURACAO.

ANGOSTURA.

BOKER'S AND ORANGE BITTERS.

&amp;c., &amp;c., &amp;c.

EX AMERICAN MAIL.

Fresh ROLL BUTTER.

Eastern and Californian CHEESE.

BONELISS CODEFISH.

PRIME HAM &amp; BACON.

RUSSIAN CAVIARE.

Eagle Brand Condensed MILK.

PEACH AND APPLE BUTTER.

PICKLED OX-TONGUES.

Family PIG-PORK in kegs and pieces.

Parragon MACKEREL in 5 lb cans.

Beau Ideal SALMON in 5 lb cans.

Outing's Dessert FRUIT in 24 lb cans.

Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage.

MEAT.

Stuffed PEPPERS.

Assorted PICKLES.

MINCEMEAT.

COMB HONEY in Original Frames.

Richardson &amp; Robbin's Curried OYSTERS.

Lunch TONGUE.

McCarthy's Sugar LEMONADE.

Olson CHOWDER.

Smoked SALMON.

Green TURTLE in 24 lb cans.

&amp;c., &amp;c., &amp;c.

YACHT &amp; PICNIC SUPPLIES.

CALIFORNIA.

BACON.

COMPANY'S BISCUITS in 5 lb.

tins, and loose.

Alphabetical BIS-

CUITS.

Fancy Sweet Mixed

BISCUITS.

Ginger CAKES.

Soda BISCUITS.

Oyster BISCUITS.

Cracked WHEAT.

OATMEAL.

HOMINY.

CORNMEAL.

BUCKWHEAT FLOUR.

RYE MEAL.

SPECIALLY SELECTED

CIGARS.

Fine New Season's CUMSHAW TEA, in

5 and 10 lb boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

SHIPCHANDLERY of every Description.

RIGGING and SAIL-MAKING promptly

executed.

Hongkong, January 26, 1892.

## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

POINT DE GALLE,

ADEN, SUEZ, ISMAILIA, PORT

SAID, SYRIAN PORTS, NAPLES,

MARSEILLES, AND PORTS OF

BRAZIL, AND LA PLATA,

1892.

BOMBAY, MAHE, ST. DENIS, AND

PORT LOUIS.

ON MONDAY, the 13th of February,

1892, at Noon, the Company's S. S.

P. E. H. A. Generalist, CAPTAIN,

with MAILS, PASSENGERS, SPECIE,

AND CARGO, will leave this Port for the

above places.

Cargo and Specie will be registered for

London as well as for Marseilles; and

accepted in transit through Marseilles for the

principal places of Europe.

Shipping Orders will be granted until

Noon of 12th February.

Cargo will be received on board until 4

p.m., Specie and Parcels until 3 p.m. on

the 12th February, 1892. (Parcels are not

to be sent on board; they must be left at

the Agency's Office.)

Contents and value of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, February 4, 1892. fe13

MITSUBISHI MAIL STEAMSHIP

COMPANY.

STEAM TO YOKOHAMA VIA KOBE

AND INLAND SEA.

THE S. S. SUMIDA MARU, Captain

HERBERT, due here on or about the

13th Instant, will be despatched as above

on FRIDAY, the 17th February, at Day-

light.

Cargo received on board and Parcels at

the Office up to 6 p.m. of 16th February.

No Bill of Lading signed under \$2

Freight.

All Claims must be settled on board

before delivery is taken, otherwise they

will not be recognized.

RATES OF PASSAGE.

Cabin Steerage.

To Kobe, \$60 815

Yokohama &amp; Nagasaki, 75 20

Shanghai via Yokohama, 120 40

Kobe, 95 30

A Reduction is made on RETURN CABIN

PASSAGES.

Cargo and Passengers for Nagasaki

will be transported to the Shanghai Mail

Steamer at Kobe.

For further Particulars, apply at the

Company's Office, PRAYA CENTRAL, West

Corner Pottinger Street.

H. J. H. TRIPP,

Agent.

Hongkong, February 7, 1892. fe17

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING

AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF

TOKIO will be despatched from San

Francisco, via Yokohama, on WEDNES-

DAY, the 1st March, 1892, at 3 p.m., taking

Passengers and Freight for Japan, the

United States, and Europe.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan

Ports, to San Francisco, to Atlantic and

Inland Cities of the United States, via Over-

land Railways, to Havana, Trinidad, and

Buenos Aires, by the Company's and

connecting Steamers.

Through Passage Tickets granted to

England, France, and Germany by all

trans-Atlantic lines of Steamers.

On prepaid RETURN PASSAGE TICKETS a

Reduction of 25 % is made.

Freight will be received on board until 4

p.m. on the 28th Instant. Parcel Packages

will be received at the office until 5 p.m.

same day; all Parcel Packages should be

marked to address in full; value of same

is required.

Consular Invoices to accompany Overland

Cargo should be sent to the Company's

Office in Sealed Envelopes addressed to the

Collector of Customs at San Francisco.

For further information as to Passage

and Freight, apply to the Agency of the

Company, No. 60, Queen's Road Central.

E. E. FOSTER,

Gen. Agent for China &amp; Japan.

Hongkong, February 7, 1892. mrl

To-day's Advertisements.

FOR SWATOW, AMOY &amp; FOCHOW.

The Steamship

"Thales,"

Captain Pocock, will be

despatched for the above

Ports on TUESDAY, the 14th Instant, at

Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK &amp; Co.

Hongkong, February 9, 1892. fe14

FOR SAN FRANCISCO VIA YOKO-

HAMA.

The 100-A-1 British

Steamship

"Devonshire,"

Capt. Parris, will be

despatched for the above Ports on TUES-

DAY, the 14th Instant, at 3 p.m.

For Freight or Passage, apply to

RUSSELL &amp; Co.

Hongkong, February 9, 1892. fe14

UNION LINE.

FOR YOKOHAMA.

The Steamship

"Bosphorus,"

Captain Minors, due

on or about the 12th

Instant, will have immediate despatch for

the above Port.

For Freight or Passage, apply to

RUSSELL &amp; Co.

Hongkong, February 9, 1892.

## To-day's Advertisements.

## FOR HOIHOW AND PAKHOL.

The Steamship

"Ping-on,"

Capt. McCaslin, will be

despatched for the above

Ports TO-MORROW, the 10th Instant, at

Daylight.

For Freight or Passage, apply to

RUSSELL &amp; Co.

Hongkong, February 9, 1892. fe10

## NETHERLANDS INDIA STEAM

## NAVIGATION COMPANY.

STEAM FOR MACASSAR, SOURA-

BAYA, SAMARANG AND BATAVIA.

The Co.'s Steamship

"Atch,"

Capt. M. de Neze, will

be despatched for the

above Ports, via MACAO and MANILA,

on SATURDAY, the 11th Inst., at 8 a.m.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

Agents.

Hongkong, February 9, 1892. fe11

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship

"Atch,"

Capt. Kipp, will be

despatched for the above

Ports on SATURDAY, the 10th Instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, February 9, 1892. fe11

## FOR AMOY, TAMSUI &amp; TAIWANFOO.

The Steamship

"Hailong,"

Capt. F. Ashton, will be

despatched for the above

Ports on MONDAY, the 13th Instant, at

Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK &amp; Co.

Hongkong, February 9, 1892. fe13

## NOTICE.

CONSIGNEES of the undenoted Cargo,

EX S.S. "Atch," from MACASSAR,

are hereby informed that the same are now

lying at their risk and expense, uninsured

against Fire, in the Godowns of the Under-

signed.

S.N.,



would have too well understood his position towards the Governor to have raised the objection now for the first time; and upon His Excellency's observation, that the clause had been determined by the Council, he should of course withdraw the amendment, but he thought it right that he should make his statement. He said that the advisers of the Governor apparently did not include him.

His Excellency the Governor said the hon. member who had charge of the Bill yesterday had two remarks that were very suggestive to the Imperial Government. It was unfortunate that the Attorney General had overlooked that fact, and it was unfortunate that he had not paid attention to what had fallen from the promoter of the Bill.

The opposition was withdrawn, and the clause allowed to stand as part of the Bill.

The Attorney General said that there would be certain verbal amendments which would be quite appropriate and right.

On clause 13, after some discussion, the clause was carried.

The Governor said that he had to deal with certain postal clauses from 17 to 21.

The Hon. Mr. Tonnochy said that the clauses were well worthy of consideration. He had had a conversation with the Surveyor General, and that gentleman was of opinion that the whole of the repairs should be left in his hands.

He said that the Surveyor General should like to draw attention to certain documents handed in by Messrs. Brereton and Walton. Their remarks would give a false idea to the public.

The matter was as to the Duddell Street sewer, which had been opened so as to allow the drainage being put up.

The drain was opened at the request of a hon. member and a friend of his, and the expense was borne by his hon. friend (Mr. Bellin).

He said that the Surveyor General was responsible for the maintenance of the roads in the Colony, and that the Surveyor General looked after the repairs of the roads.

The hon. gentleman thought it would be rather unfair if the Government had to pay the whole of the expense.

It should be merely be part of the road Government should look after. Another objection he had to take was that if the Company dug up the roads no one would be present on the part of the Government.

If the Company were only allowed to look after the use of the tramway, there would be no division of authority because in this case the works to be done by the Surveyor General would be done by the Company.

The hon. gentleman said that the Surveyor General should be given notice of the fact that the day previous that twenty-four hours' notice should be given before alterations were made. The Gas Company was of more importance to the Colony than the tramway.

The clause was carried.

On the question that clause 18 should be omitted, the Hon. Mr. Johnson said that if in consequence of any accident the Company had to send to the Surveyor General, and he failed to repair, the responsibility would rest with him.

The Hon. Mr. Tonnochy said that this was the main objection.

The Hon. Mr. Johnson said that he believed the practice was the Company should have repair of the road in accordance with the practice at home.

The Hon. Mr. Deane drew the attention of the hon. member to clause 14. A great deal of money would be expended by the Company in having to be lifted. He thought that in the interest of the Gas Company the Tramway Company ought to repair the roads where the tramways were laid.

He thought the Surveyor General should be entrusted with the repair of the portion of the roads that would be put under his trust. The Tramway Company ought to look after their part of the road, and the Surveyor General after his part.

The Hon. Mr. Johnson objected to this.

The Hon. Mr. Tonnochy said that it was absurd that whenever the Tramway Company wanted to open the roads they should have all the other Companies within their power.

The Hon. Mr. Deane said the question was different from at home, because the lines there ran through different parishes. The lines in the metropolis ran, for instance, through Marylebone, Paddington, &c., and each parish had to have to keep a lot of a mile of the line. This was the question between the Tramway Company and six or seven parishes.

The Hon. Mr. Johnson said he did not see it would make any difference.

The clause, on the question being put, was omitted by four to three.

The clauses of which consideration were proposed were proceeded with, and considerable discussion took place on them.

The Hon. Mr. Johnson contended that a whole clause should be struck out. The clause was amended and then passed.

On clause 18 the Hon. Mr. Deane remarked that he proposed that the pipes in the streets should be laid down to the satisfaction of the Surveyor General.

The Governor said he thought it was a most sensible suggestion.

Mr. Johnson said there was an objection to the expense.

The Hon. Mr. Tonnochy said that at first it might be expensive, but that where in some towns the roads were laid down to dig into the saving to the Company by having to lift the rails would be something considerable.

The Hon. Mr. Johnson said that surely they were not going in the first instance to put the Company to all this expense through the lifting of pipes.

The Hon. Mr. Deane thought that what the hon. member in charge of the bill had said was most important. Certainly he would not like to put any heavy expense upon the Company. A clause proposed by Mr. Bowdler would probably meet the views of both parties.

The Hon. Mr. Tonnochy said that the Surveyor General was of opinion that the repair of the roads ought to be in the hands of the Surveyor General. Otherwise it would be unfair to the Gas Companies, who had already vested rights. Considering the usefulness and the excellent services rendered by the Gas Companies to the public they were allowed to make their alterations without submitting them to the Attorney General, but merely giving notice. He thought the clause might be passed subject to any verbal alterations by the Attorney General.

The Attorney General said he presumed the substituted clause carried out the Surveyor General's wish.

The Hon. Mr. Tonnochy said that perhaps it was not correct in the proper legal phraseology.

The Attorney General said that certainly he objected to the last words—*et cetera*.

Mr. Johnson said that the Surveyor General might fail to carry out the repairs.

The Hon. Mr. Tonnochy said that the Surveyor General was an officer of the Government, and as such he was responsible for the performance of his duties.

The Council divided on the clause, the numbers were equal, and the Governor gave his casting vote in favour of it.

The Hon. Mr. Johnson drew attention to the fact that although there were only seven members present, the clerk had stated there were four on each side.

The Governor said that on this occasion he had exercised his right of voting, and besides had given his casting vote. Some discussion took place on several clauses, and on the question that the clause 17 should be sub-divided, during which the Attorney General objected to the grammar of a clause which was proposed to be substituted, but which the Governor upheld.

Clause 17 was divided, and was approved.

The Hon. Mr. Deane said there was the question of the payment of taxes by the Company. He apprehended that the tram-cars would not be allowed to run during the night. They could either allow attention to what had fallen from the promoter of the Bill.

The opposition was withdrawn, and the clause allowed to stand as part of the Bill.

The Attorney General said that there would be certain verbal amendments which would be quite appropriate and right.

On clause 13, after some discussion, the clause was carried.

The Governor said that he had to deal with certain postal clauses from 17 to 21.

The Hon. Mr. Tonnochy said that the clauses were well worthy of consideration. He had had a conversation with the Surveyor General, and that gentleman was of opinion that the whole of the repairs should be left in his hands.

He said that the Surveyor General should like to draw attention to certain documents handed in by Messrs. Brereton and Walton. Their remarks would give a false idea to the public.

The matter was as to the Duddell Street sewer, which had been opened so as to allow the drainage being put up.

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The hon. gentleman thought it would be rather unfair if the Government had to pay the whole of the expense.

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The Hon. Mr. Deane drew the attention of the hon. member to clause 14. A great deal of money would be expended by the Company in having to be lifted. He thought that in the interest of the Gas Company the Tramway Company ought to repair the roads where the tramways were laid.

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Mr. Johnson said there was an objection to the expense.

The Hon. Mr. Tonnochy said that at first it might be expensive, but that where in some towns the roads were laid down to dig into the saving to the Company by having to lift the rails would be something considerable.

The Hon. Mr. Johnson said that surely they were not going in the first instance to put the Company to all this expense through the lifting of pipes.

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The Hon. Mr. Tonnochy said that the Surveyor General was an officer of the Government, and as such he was responsible for the performance of his duties.

The Council divided on the clause, the numbers were equal, and the Governor gave his casting vote in favour of it.

The Hon. Mr. Johnson drew attention to the fact that although there were only seven members present, the clerk had stated there were four on each side.

of things was due to the policy which His Excellency had introduced.

His Excellency then proposed that the Bill be passed which was assented to by the members of the Council.

The Council then adjourned sine die.

REUTER'S TELEGRAMS.

(RECEIVED BY THE "CHINA MAIL.")

(Per E. M. & C. Telegraph Co.'s Line.)

OPENING OF PARLIAMENT.

LONDON, Feb. 8.

Parliament was opened by Royal Commission yesterday. The Government will employ the influence of the Country in Egypt for the maintenance of the *status quo*.

The speech enumerates the principal measures for the session viz., the Bankruptcy and Company Bills, County Government, the Poor Law, and Municipal Reform in London.

BRADDOCK'S DEATH.

LONDON, Feb. 8.

The House of Commons carried the motion against Government by 286 votes against 228, refusing the oath of Bradbrock, who withdrew, having protested against the action of the House.

LOCAL AND GENERAL.

The next French Mail may be expected to arrive here, per M. M. Steamer *Sindh*, on or before Monday, the 13th inst.

We understand that the annual inspection of the pupils at the St. Joseph's College took place to-day.

The French Opera Company gave their last performance last night, previous to their departure for Manila.

The Agent of the Messageries Maritimes Company informs us that the Company's steamer *Sindh* left Saigon to-day (Thursday) at 3 p.m., for Hongkong.

The Agents (Messrs. Geo. R. Stevens & Co.) inform us that the S.S. *Nelson* left Sydney on Monday, the 6th inst., for Cebu, Hongkong, and is due here on or about 1st March.

We are requested to state that H. E. the Governor has signed his intention of presiding at the Annual Distribution of Prizes at the Government Central School, to be held at 11 a.m. to-morrow, the 10th inst.

The Spanish steamer *Andalusia*, Captain Trencor, arrived here yesterday from Manila. This is, if we mistake not, her first appearance in this harbour.

She is a new steamer, built in England for one of the prosperous steamship companies in the Philippine capital, and is destined for the coast trade between those islands.

After her arrival at Manila from England, about two or three months ago, her flag was changed from British to that of Spanish, and now she comes here to be docked before entering on her regular service.

A few days ago a Chinese cock on board the *Oceanic* was reported to have been stabbed, but on enquiries being made it turned out that there had only been a slight bruise on the forehead inflicted, and it is now almost entirely healed.

The person who had assaulted the cock has not been discovered, and it is unlikely that proceedings would have been instituted against him by the authorities in any case.

THE *Peking Gazette* is seldom conical, but now and again one meets with a refreshing exception. One of the last numbers contains a brief description of a rattle which the Prince of Kung and his younger brother, the Prince of Chun—who, by the way, is the Emperor's father—look one day late over the plains of Chihli, to see how Tsao's river conservancy scheme was getting along.

Among the strange sights witnessed on the way was a blasting operation, apparently connected on foreign principles, which both writers assure His Majesty was perfectly marvellous. The Prince of Kung says that he was an eyewitness on the spot when the powder exploded and blew up a mass of stone which it will take days to carry away and which it would have taken months of the crew-bar to turn out. The Princes testify to the efficiency of the process, and pen quite a sensible little lesson on political economy. They see no harm in being able to turn out double the amount of work with half the amount of labour. May Their Royal Highnesses return to Peking more disposed than heretofore to give the maxim an extended application!

POLICE INTELLIGENCE.

(Before Frederick Stewart, Esq.)

Thursday, February 9.

A SEAMEN'S FIGHT.

William Baker, of Scotland, and Michael Hanna, of Ireland, seamen unemployed, were charged being drunk and fighting in the street on the 8th inst.

The defendant admitted being drunk and unemployed, but denied the charge of fighting. They had indulged in drinking each other to such an extent that they were found rolling on the ground by the constable, who had to engage the assistance of several other constables to convey them to the station. The first defendant also admitted two previous convictions.

The first defendant was fined \$1. or, in default of payment, to suffer four days imprisonment; the second defendant was cautioned and discharged. The Police to convey him on board his vessel, the *Ayer Head*.

STREET GAMBLING.

Hung Awo, a Canton coolie, was found amusing himself by gambling with a number of others in Canton Road yesterday.

According to the defendant's version he was watching some children playing when he was arrested, but the constable stated that he distinctly saw him gambling. He was sentenced to seven days' imprisonment with hard labour.

(Before H. E. Woodhouse, Esq.)

THEFT OF A SAMFAN.

Ip Sam, unemployed, was charged on remand from the 2nd instant, with stealing one small boat, the property of Loung I, on the 1st instant at Hung Hom.

The defendant had stolen the boat from the bench in the absence of the proprietor. On the morning of the 1st instant he had not stolen the boat, but had bought it from some person. Enquiries were made by the Police to try and discover this person, but without any result.

The defendant was sentenced to three months imprisonment with hard labour.

LAUNDRY.

Fong Ping Chiu and three others were again charged with the robbery of \$320 from the box of Lai Apat, on board the S.S. *Deception* on the 19th December in Victoria Harbour.

The four men had been follow travellers of the complainant from Singapore and had gone to sleep on the night of the 19th inst. in close vicinity to the box. One of them had bored a hole in the box, and abstracted the money and the others had all partaken of a share. On being charged with the theft by the complainant on board the ship next morning they all denied the charge of the money. The case has been remanded from time to time to admit of the witnesses being brought from the *Deception*, but as the vessel is still absent and the date of its arrival unknown, the prisoners have been committed for trial at the next Criminal Sessions.

Mr. Wotton, of Messrs. Brereton and Wotton, who appeared for the second defendant in the case, reserved his defence. The others also reserved their defence.

Manila.

(Translated from our Manila Exchange.)

During the month of January last, there were exported from Manila \$10,000 in Spanish gold, and \$100,000 in silver, the same period \$128,600 in Spanish gold and \$79,850 in silver.

According to a telegram arrived at London from Calcutta, dated the 16th December last, the British barque *Greenock*, from Cebu to New York, has put into Mauritius with heavy damage. The underwriters have ordered the vessel to discharge the cargo, which up to that date had not been proceeded with. The vessel was found to be making some inches of water per hour.

The steamer *Diamante* brought \$30,300 in treasure from Hongkong on the 3rd February.

The British steamer *Larch*, Captain Colledge, arrived at Manila on the 1st February from Hongkong.

The Italian barque *Iguazu*, Captain Manie, left Manila for the British Channel on the 1st February.

The German barque *Martha Brohmman*, Captain Schult, arrived at Manila on the 3rd February, 17 days from Shanghai.

The American barque *F. H. Rogers*, Captain Harkness, arrived at Manila on the 3rd February, 9 days from Hongkong.

The German steamer *Piedra*, Captain T. Niziers, from Hamburg and ports of call, arrived at Manila on the 3rd February, 17 days from Shanghai.

The German ship *Wilhelm*, Captain Wilsen, arrived at Manila from Hongkong, on the 3rd February, in 8 days.

The German ship *Maria Anna* left Manila for Liverpool on the 3rd February.

China.

SHANGHAI.

(Continued.)

A rather large species of the wild boar was shot during the last few days at Leung. Three sporting gentlemen who returned to Shanghai this week brought down a boar, which for size, has seldom been equalled. He weighed 237 lbs. without the entrails, and on a measurement being taken it was just eight feet in length from the tip of the snout to the point of the tail.

The first shot fired at the boar was a distance of about 200 yards, and the animal struck him in the region of the heart; but it required two or three other shots to kill him. The boar seems an old gentleman, and will probably afford some coarse eating. It is to be seen at Mr. Minck's store in the French concession. We have heard of another boar shot near the same place.

There has been another raid on a gambling den in the Wui Road, and 17 men and four women were captured, under the superintendence of Inspector Wilson, of the Luncheon Station. The booty acquired, however, was not large—a few brass dollars and some cash. The prisoners were taken to the Mixed Court this morning, when one woman was imprisoned for a fortnight, and the remainder are to be kept in durance vile until after the China New Year.

We learn with regret that in all probability the scheme for the proposed Farm Dairy Company has fallen through owing to Mr. Ferguson being unable to procure a provisional Committee. The local merchants have seen the working plan given by Mr. Ferguson, and they are all in favour of it, but they are all too busy to be connected with a Dairy Company, although at home a reference to the advertisements in the leading journals will show that dairy companies number among the Directors, Dukes, Lords, and of course the "cream" of the upper ten thousand. We regret that Mr. Ferguson's enterprise should have fallen through, as a safe and pure supply of milk is an absolute necessity for the rising generation of Shanghai. We can see no reason why a Dairy Company here should not be as successful as the home ventures, particularly when we take into consideration the high prices that milk, butter and cream produce generally in the market.

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